



City of Seattle  
Dept. of Planning & Development  
Northgate Stakeholders  
CTIP Planning, Financing and Technical Assumptions  
February 1, 2005

# Coordinated Transportation Investment Plan (CTIP)

## Planning, Financing and Technical Assumptions

Northgate Stakeholder Group

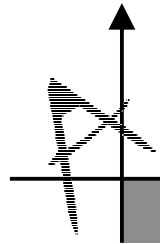
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## Transportation Subcommittee

- Stakeholder Transportation Subcommittee met three times to review policy and technical assumptions:
  - November 16, 2004
  - December 16, 2004
  - January 11, 2005



# Planning Assumptions

## ➤ CITP assumes:

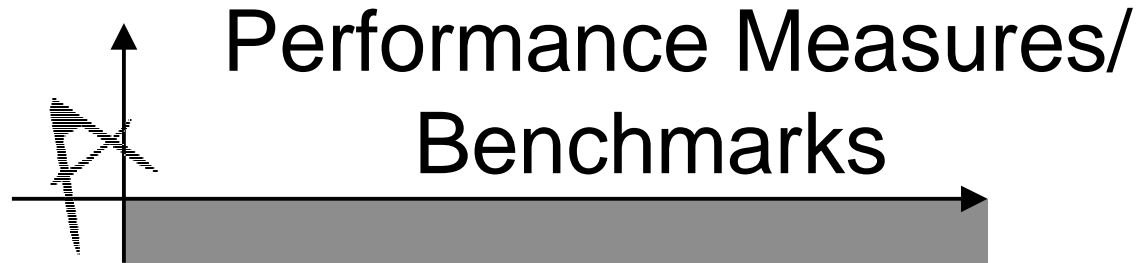
- NACP as the base
- The same study area as the NACP
- Coordinated with the Interstate 5 project
- Sound Transit's North Link to serve Northgate by 2030
- Coordination with Seattle Monorail phase II planning



# Financing Assumptions

➤ CTIP assumes:

- City investments
- Financially constrained
- Potential financing sources such as
  - Development mitigation fees
  - Local Improvement District
  - Transportation Benefit District
  - Employee tax
  - Others

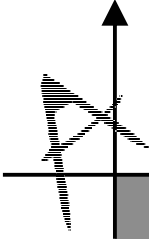


➤ Performance measures:

- Measurement or evaluation of how a system is performing to meet its goals and objectives.

➤ Benchmarks:

- Acceptable conditions in each transportation system.

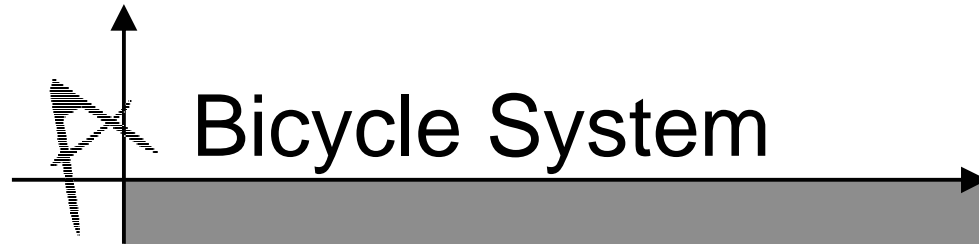


# Transportation System Performance Evaluation

- CTIP will evaluate the transportation system for all modes:
  - Pedestrian system
  - Bike system
  - Transit system
  - Vehicle system, and
  - Mode share



- Pedestrian system will be evaluated for:
  - Arterial street crossings
  - Connections between major destinations
  - Connections between neighborhoods and the Northgate Urban Center
  - Connections within neighborhoods to local schools, transit center, library, parks and neighborhood commercial districts



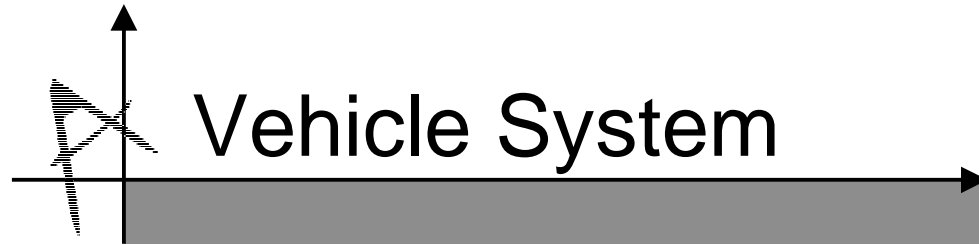
## Bicycle System

- Bicycle system will be evaluated according to:
  - Traffic conditions
    - Average daily trips, percent of heavy vehicles
  - Roadway design
    - Number of lanes, speed limit, width of outside lane
  - Roadway paved surface conditions



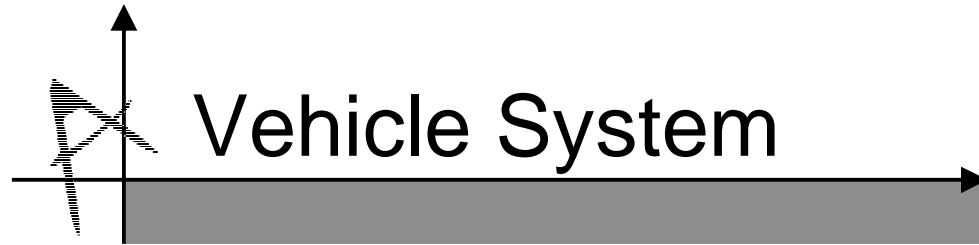


- Transit system will be evaluated according to transit service characteristics such as
  - Frequency
  - Span of service
  - Loading
  - Reliability
  - Transit speed
  - Coverage (distances to bus zones, destinations with coverage)



➤ Vehicle system will be evaluated according to:

- Traffic safety
- Conditions on residential streets
- Arterial corridor level of service
- Arterial signalized intersection level of service

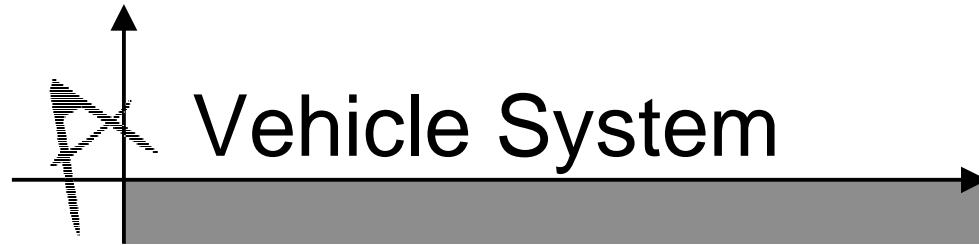


➤ Traffic safety on arterial streets:

- Number of accidents
- Accident rates

➤ Residential streets:

- Volumes
- Speeds
- Collisions
- Street characteristics



- Arterial corridor level of service:
  - Average vehicle speed in PM peak hour
- Arterial signalized intersection:
  - Intersection delay per vehicle (seconds) in PM peak hour
  - Level of service grouped among several intersections



- Percent of travel mode share between:
  - Transit, pedestrian, carpool and bicycle vs. single occupant vehicles